

# REPORT ON OIL ENGINE MACHINERY.

NOV 30 1939

No. 15716A

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of writing Report 5 July 1939 When handed in at Local Office 19 Port of Amsterdam  
 in Survey held at Amsterdam Date, First Survey 9 May 1938 Last Survey 26 June 1939  
 Book. Number of Visits 3  
 54 on the Single Twin Triple Quaduple Screw vessel M.V. "OVATTELLA"  
 Tons Gross 6316.50 Net 3636.55  
 It at Odense By whom built Odense Staalskibvaerft Yard No. 81 When built 1939  
 Lines made at Amsterdam By whom made N.V. Werkspoor Engine No. 740 When made 1939  
 Key Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. 2832 When made 1939  
 ke Horse Power 2800 Owners The Anglo Texaco Petroleum Co. Port belonging to London  
 n. Horse Power as per Rule 377 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.  
 de for which vessel is intended Open sea service Oil carrier.

ENGINES, &c.—Type of Engines Solid injected Supercharged 2 or 4 stroke cycle 4 Single or double acting Single  
 mum pressure in cylinders 700 LBS Diameter of cylinders 650 mm Length of stroke 1400 No. of cylinders 6 No. of cranks 6  
 Indicated Pressure 135 LBS  
 of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank Yes  
 ations per minute 120 Flywheel dia. 2260 mm Weight 6000 kg Means of ignition Solid injected Kind of fuel used Diesel oil  
 k shaft, { Solid forged dia. of journals as per Rule approved Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Thickness parallel to axis  
 { Semi built dia. of journals as fitted 460 mm Mid. length thickness 290 mm shrunk Thickness around eyehole  
 { All built  
 heel Shaft, diameter as per Rule approved Intermediate Shafts, diameter as per Rule approved Thrust Shaft, diameter at collars as per Rule approved  
 as fitted 340 mm as fitted 350 mm as fitted 340 mm  
 Shaft, diameter as per Rule approved Screw Shaft, diameter as per Rule approved Is the { tube { shaft fitted with a continuous liner { Yes  
 as fitted 370 mm  
 ze Liners, thickness in way of bushes as per Rule approved Thickness between bushes as fitted 15 mm Is the after end of the liner made watertight in the  
 as fitted 19.5 mm  
 ler boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner C.I.  
 liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive  
 o liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1480 mm  
 4270 mm Pitch 3580 mm No. of blades 4 Material Bronze whether Moveable no Total Developed Surface 62 sq. feet  
 od of reversing Engines by air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication  
 ced Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with  
 nducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel  
 ng Water Pumps, No. 3 Solid 2 fresh water Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
 Pumps worked from the Main Engines, No. 2 Rotary type 3500 rpm Stroke 160 mm Can one be overhauled while the other is at work yes  
 s connected to the Main Bilge Line { No. and Size 2 Rotary type 3500 rpm and one duplex 8" x 8" x 10" Steam driven  
 { How driven Main engine  
 cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
 ements  
 st Pumps, No. and size one 8" x 8" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 rotary 4000 rpm  
 o independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 , No. and size:—In Machinery Spaces In Pump Room  
 ds, &c.  
 endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size  
 t the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces  
 m easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges  
 Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 y fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line  
 y each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
 ipes pass through the bunkers How are they protected  
 ipes pass through the deep tanks Have they been tested as per Rule  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 rrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one  
 ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from  
 od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
 Air Compressors, No. No. of stages Diameters Stroke Driven by  
 rry Air Compressors, No. 2 No. of stages 2 Diameters 206-104 Stroke 160 mm Driven by one by steam engine by Diesel engine  
 Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
 orvision is made for first Charging the Air Receivers 1 Compressor driven by steam engine  
 her charge Air Pumps, No. to each bottom cylinder Diameter 650 mm Stroke 1400 mm Driven by steam engine  
 ry Engines crank shafts, diameter as per Rule approved No. Position  
 as fitted 110 mm 95  
 Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Am report 15634

FOR REMAINING ITEMS PLEASE SEE CPN. RPT. N°



AIR RECEIVERS:—Have they been made under survey *yes* State No. of Report or Certificate *2207-2208*  
Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*  
Can the internal surfaces of the receivers be examined and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*  
Injection Air Receivers, No. *2* Cubic capacity of each *800 cub ft* Internal diameter *1495 mm* thickness *21 mm*  
Seamless, lap welded or riveted longitudinal joint *united* Material *SMS* Range of tensile strength *End p 41-414* Working pressure *by Rules 3504 BS*  
Starting Air Receivers, No. *2* Total cubic capacity *800 cub ft* Internal diameter *1495 mm* thickness *21 mm*  
Seamless, lap welded or riveted longitudinal joint *united* Material *SMS* Range of tensile strength *End p 41-414* Working pressure *by Rules 3504 BS*

IS A DONKEY BOILER FITTED? *yes* If so, is a report now forwarded? *yes*  
Is the donkey boiler intended to be used for domestic purposes only *yes*  
PLANS. Are approved plans forwarded herewith for Shafting *E 13-5-38* Receivers *3.2-38* Separate Fuel Tanks  
Donkey Boilers *E 10.2-38* General Pumping Arrangements Pumping Arrangements in Machinery Space  
Oil Fuel Burning Arrangements SPARE GEAR.

Has the spare gear required by the Rules been supplied  
State the principal additional spare gear supplied

The foregoing is a correct description,  
WERKSPOOR N.V. *Shupps* Manufacturer.  
1938. May 9. June 27. July 20. Aug 15. Sept 7. Nov 16. Dec 20. 29. 1939 Jan 4. Feb 1-9-11-23-24. March 7-10  
Dates of Survey while building { During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits  
Dates of Examination of principal parts—Cylinders 10-31 March Covers 3-7 April Pistons 7 April 5 May Rods 11 Feb 29 March Connecting rods 27 Feb  
Crank shaft 20 July 1938 Flywheel shaft 29 Dec Thrust shaft 16 Nov 24 Dec Intermediate shafts 15 Aug - 26 June Tube shaft  
Screw shaft 16 March 39 Stern tube 15 March Engine seatings Engines holding down bolts  
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions  
Crank shaft, Material SMS Identification Mark *55052* Flywheel shaft, Material SMS Identification Mark *55.4.24-6*  
Thrust shaft, Material SMS Identification Mark *5532* Intermediate shafts, Material SMS Identification Marks *6170*  
Tube shaft, Material L Identification Mark L Screw shaft, Material SMS Identification Mark *6079*  
Identification Marks on Air Receivers *2207-2208*  
*44040 SPESD*  
*550485*  
*W.P. 3504BS*  
*K.K. 9-2-39*

Is the flash point of the oil to be used over 150° F. *yes*  
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes*  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *oil tanker* If so, have the requirements of the Rules been complied with  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with  
Is this machinery duplicate of a previous case *yes* If so, state name of vessel *M.K. Oscilla Amorp 15647*  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery has been made under special survey to approved plan and Secretary's letters and the Society's rules  
Workmanship throughout good. Material duly tested  
The engine has been shipped to Odense and will be fitted aboard  
Mess Odense's Staalshibraeft Yard No 81

The amount of Entry Fee *60.-* When applied for, *10-7-1939*  
Special *2/3 fee* *652.-* When received, *11.8.39*  
Donkey Boiler Fee *as per report*  
Travelling Expenses (if any) *20.-*  
Committee's Minute *FRI. 8 DEC 1939*  
Assigned *No action*